

FLYC PHRF FUNDAMENTAL CONCEPTS

The primary objective of the Performance Handicap Racing Fleet of Folsom Lake Yacht Club is to establish and maintain an adaptive-equitable system of handicapping standard production boats having “known” regional base rates and limited modifications for boat owners wishing to compete in FLYC PHRF events.

Folsom Lake Yacht Club will accept valid/current PHRF of Southern California “PHRF Rating Certificate” providing no additional modifications have been made. FLYC will issue local rating certificates provided the boat falls within the limited scope of the FLYC PHRF Class Rules otherwise a valid PHRF of Southern California “PHRF Rating Certificate” will be required.

PHRF does not use measurers. PHRF relies on the honesty, sportsmanship, and Corinthian spirit of its membership to ensure that accurate information on a boat’s configuration is made available to the Handicap Board for review when determining a boat’s Ratings.

PHRF does not rate skippers or crew, ONLY the boat. Skippers who solicit individuals to crew who derive their living or monetary gain from on-the-water racing, or by improving methods of systems for racing may be taking unfair advantage of a skipper who races with a non-professional crew. PHRF has established the Marine Industry Racer (MIR) Rule to compensate for this inequity.

FLYC PHRF Ratings are “performance” handicaps which are based on known base rates within the region established by PHRF of Southern California. The base rate or certificate from another region may not be used directly however they may be used to “slot” the boat into our PHRF Fleet when two known “bracketing” base rates can be extracted from the same region.

PHRF discourages “rule beating”. It is the intent of PHRF that any well-maintained and well-raced boat should have an equal opportunity to be competitive. Therefore, if a member chooses to modify a boat in an attempt to go faster, PHRF will attempt to compensate for the faster speed potential. The acceptance of a modification by a yacht’s One-Design Rules does not negate the skipper’s obligation to declare the modification when applying for a rating.

CLASS RULES

1 GENERAL

The Performance Handicap Racing Fleet (PHRF) of FLYC is chartered to establish and maintain Handicaps (Ratings) for sailboats which race on Folsom Lake, and to establish a set of Class Rules which define how the Ratings are administered.

- 1.1 FLYC PHRF will be conducted in accordance with PHRF of Southern California Class Rules except as noted here-in.
- 1.2 Skippers may apply to FLYC PHRF for a local rating certificates when the following two conditions are met:
 - a. A So Cal PHRF Base Rate is available or alternately a US Sailing Listed Base Rate can be slotted in.
 - b. All modifications to the boat fall within documented (fixed) So Cal PHRF offsets.
- 1.3 FLYC PHRF will accept all valid PHRF of Southern California rating certificates without question. All local challenges to a valid So Cal PHRF rating certificate must be handled through the PHRF of Southern California’s appeals process.

2 PHRF RATINGS and RACE COURSES

- 2.1 PHRF Ratings are based on speed potential and performance with “seconds per mile” (Time on Distance) used to express the Ratings. Increments of performance used for Ratings are normally three (3) seconds per mile.
- 2.2 PHRF uses a system of **THREE RATINGS** to more accurately reflect the performance potential of boats. The Ratings are designated as the “BUOY COURSE RATING” (**BUOY**), the “RANDOM LEG COURSE RATING” (**RLC**), and the “OFFWIND COURSE RATING” (**OWC**).
- 2.3 The **BUOY** Rating is assigned to windward/leeward “Hot Dog” courses with no reaching legs.
- 2.4 The **RLC** Rating is assigned to courses that require “beating”, “reaching”, and “running”. Marks of the course may be selected without consideration of actual wind direction. The Trans-Folsom race and all Cruiser Class Races will use the RLC rating.
- 2.5 The **OWC** Rating is assigned to courses that, under normal conditions, are expected to have at least 2/3 of the distance be a “reach” or a “run”. (Note: There are planned FLYC events in this format.)

3 FLYC PHRF RATING CERTIFICATE

The rating application will become the Rating Certificate when signed and issued by a member FLYC PHRF Rating Committee. The original signed copy will be maintained by the FLYC and made available for review by other skippers upon request. The certificate issued by FLYC PHRF is valid from January 1 through December 31. It must be signed by the yacht’s owner certifying that all of the information on the Rating Certificate is correct and represents the true configuration of the boat.

- 3.1 Any changes (modifications) to the Rated Configuration must be reported immediately, in writing, to the Rating Committee, and shall include details, drawings, and any other data, which will fully describe the modification. Modifications to the Rated Configuration are subject to the applicable Adjustments. The modification(s) and the associated Adjustment(s) will be noted on the Rating Certificate.
- 3.2 Any member of FLYC may request that another FLYC member’s boat be inspected to verify conformance to the Rated Configuration stated on the Rating Certificate. Subject to permission from the boat’s owner, the inspection will be performed by a member of the FLYC PHRF Rating Board. If the inspected boat’s configuration is found to be different than stated on the Rating Certificate or if the boat’s owner refuses to permit an inspection, the Rating Certificate shall be immediately invalidated.

4 FLYC PHRF APPLICATION FORM COMPLETION

The FLYC PHRF Rating and Form is only useable for unmodified production and lightly modified production boats. Custom boats must apply to SO Cal PHRF directly for a rating. Owners of uncommon or newer model production boats should verify the existence of a base rate on the So Cal PHRF website before proceeding. If a suitable base rate can not be found you must apply to SO Cal PHRF directly for a rating.

The PHRF of Southern California web site is located at <http://www.phrfsocal.org/>

The complete PHRF of Southern California Class Rules are at <http://www.phrfsocal.org/class.htm>

Base rates from regions other than So Cal PHRF may only be used when the following two conditions are met.

- (1) No So Cal PHRF Base Rate is available.
- (2) Two bracketing base rates from the same region can be used to correct out any regional offsets by “slotting-in” the new base rate among known So Cal PHRF Base Rate. (see back of form).

It is recommended the owners of modified production boats start by reading the So Cal PHRF Class Rules paying particular attention to Appendix C and Section 5 of this document. Remember modifications allowed under your one design class rules are still modifications when racing PHRF.

- 4.1 Begin by completing the general information about you and your yacht at the top of the front side ①.
- 4.2 Then flip the form over and describe the modifications to the boat ②. Tall Rig owners are asked to start with "Tall Rig" even though this is often a factory option and a Tall Rig base rate will be used when available.

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Next compare your modifications to Appendix C. If you find the amount of adjustment for a given modification listed as "IND" STOP! Verify your conclusion and apply to SO Cal PHRF for an Individual Certificate. If you cannot find a modification listed in Appendix C then review subparagraph 6 and determine if it can be appropriately removed from your list of modifications. If not this is then a custom modification that requires you apply to SO Cal PHRF directly for an Individual Certificate.

- 4.3 Go ahead and tick off your Appendix C ratings adjustments now ③.
- 4.4 Now complete the measurement data on the right column on the front of the form ④. Unmodified production boats flying factory sails may use the brochure data. Boats flying aftermarket sails need to enter measured sail data. Boats with modified rigs need to supply measured rig data.
- 4.5 Boats entering the CRUISING CLASS RACING should calculate there Performance Factor and review Appendix E entry requirements ⑤.
- 4.6 Only boats entering the CRUISING CLASS RACING may take Appendix E adjustments (i.e. roller furling, fixed blade inboard propeller, small jib LP adjustments, etc.) ⑥.

Please leave the final PHRF rating blank as it will be determined by the FLYC PHRF Rating Board.

- 4.7 Finally read, sign, and date the PHRF Certificate contract ⑦ then mail (unless instructed otherwise for specific events) the completed FLYC PHRF RATING APPLICATION to:

Folsom Lake Yacht Club
 PO Box 156
 Folsom, CA 95630

The normal throughput time is two weeks; every effort will be made to clear all applications prior to major regattas. No rating or adjustments will be done by Race Committee members on the day of the event.

5 Modifications / Exceptions / Additions to So Cal PHRF Class Rules

5.1 Section 8.5 is amended to read "...may petition FLYC PHRF for a MIR WAIVER."

5.2 Section 10.5 the minimum crew requirement is waived.

5.3 Appendix A - RIG and SAIL SPECIFICATIONS

a. Section 6.2 - MAINSAIL LIMITATIONS (*Included from So Cal PHRF 2002 Amendments*)

- (1) No mainsail at the midgirth shall measure more than the greater of (.50 + .022p + 1.2 feet) or 0.655E. The ¾ girth shall measure no more than the greater of (.28E + .016P + .85 feet) or 0.38E

b. Section 8.2 FORMULAS

- (1) The ULDB determination formula is removed.
- (2) The following SPORTS BOAT STATUS is added.

SPORTS BOAT STATUS	When designed for Asymmetrical Regardless of type of spinnaker	SA/DISP > 25 SA/DISP >30
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5.4 Appendix B - STANDARD EQUIPMENT

- a. Only Category 4 Equipment requirements apply
- b. The radar reflector and VHF radio are recommended but not required.

5.5 Appendix C - ADJUSTMENTS TO RATINGS

- a. "Keels and Ballast" add "Shoal draft wing keel +9"
- b. Section 5.0 - add "except as noted above."

5.6 Appendix D - OFFSETS (no changes)

5.7 Appendix E - CRUISING CLASS RACING

- a. Section 2
 - (1) Subparagraph C - add "Boats with a performance factor greater than 2.1 should not be permitted to enter cruising class races."
 - (2) Subparagraphs E, F, & G regarding motoring allowances are stricken.
- b. Section 3
 - (1) Subparagraph E – add "Optional and/or removable galleys are required and must be installed or properly stowed for sailing."

5.8 Appendix F – RATE CODE

- a. Rate codes are unnecessary when using a FLYC PHRF rating as all adjustments are visible.

5.9 Appendix G – INFRACTIONS/VIOLATIONS

- a. All infractions/violations will be handled by the board issuing the rating certificate.
- b. Amend to read "FLYC PHRF" in place of "Area Handicap Board"